

Subject: [ASNCAAlert] Digest Number 4300
From: ASNCAAlert@yahoogroups.com
Date: 07/18/2014 01:45 AM
To: ASNCAAlert@yahoogroups.com

Yahoo! Groups

ASNC News Group

4 Messages

Digest #4300

- 1 [Halted Figueroa bike lane project riles cycling activists](#) by asncalert
- 2 [Glassell Recreation Center Preschool and Afterschool Club](#) by asncalert
- 3 [Let the burps begin](#) by asncalert
- 4 [WTF? Councilman Says He's Blocking Bike Lane Plans On Figueroa To 'P](#) by asncalert

Messages

1 [Halted Figueroa bike lane project riles cycling activists](#)

Thu Jul 17, 2014 10:12 pm (PDT) . Posted by: [asncalert](#)

Halted Figueroa bike lane project riles cycling activists http://www.latimes.com/local/cityhall/la-me-bike-lane-backlash-20140716-story.html#page=2&utm_campaign=07%2F17%2F2014+Newsletter&utm_medium=email

http://www.latimes.com/local/cityhall/la-me-bike-lane-backlash-20140716-story.html#page=2&utm_campaign=07%2F17%2F2014+Newsletter&utm_medium=email

Halted Figueroa bike lane project riles cycling activist... http://www.latimes.com/local/cityhall/la-me-bike-lane-backlash-20140716-story.html#page=2&utm_campaign=07%2F17%2F2014+Newsletter&utm_medium=email More than 200 miles of Los Angeles streets have been remade in the last five years, with city officials adding bike lanes where the car alone had long been king.

View on www.latimes.com http://www.latimes.com/local/cityhall/la-me-bike-lane-backlash-20140716-story.html#page=2&utm_campaign=07%2F17%2F2014+Newsletter&utm_medium=email

Preview by Yahoo

A 2011 plan to add bike lanes along a three-mile stretch of North Figueroa Street would cut one southbound car lane while adding bicycle paths running in both directions. (Jabin Botsford / Los Angeles Times)

By David Zahniser, Armand Emamdjomeh contact the reporters

Councilman Gil Cedillo openly supported bike lanes during his campaign, now halts 2011 project
L.A. City Councilman Gil Cedillo halts Figueroa bike lane project in northeast L.A., angers cycling activists

July 17, 2014, 5:03 AM

More than 200 miles of Los Angeles streets have been remade in the last five years, with city officials adding bike lanes where the car alone had long been king..

In many cases, making room for cyclists has meant reducing the space for motorists, causing grumblings in some neighborhoods but doing little to slow the bike lane march.

Until now. Over the last 18 months, political opposition has stalled bike lane projects on Lankershim Boulevard in the San Fernando Valley and Westwood Boulevard on the Westside. Downtown commuters have begun to loudly complain about bike lanes in the 2nd Street tunnel, where two out of four car lanes have disappeared.

But the bike lane boom has really met its match in an unlikely place — northeast L.A. It was here transportation planners had hoped just three years ago to complete a looping system of lanes connecting Highland Park with Eagle Rock and other nearby neighborhoods.

Last week, City Councilman Gil Cedillo announced he is halting work indefinitely on northbound and southbound bike lanes planned for a three-mile stretch of North Figueroa Street, despite an aggressive two-year campaign by cycling advocates.

Cedillo said he feared the loss of a single southbound car lane would slow emergency response times of police officers and firefighters on Figueroa, which runs roughly parallel to the 110 Freeway. He dismissed cyclists as a tiny but vocal segment of the population. And in a letter to activists, he said he would rather focus efforts on improving crosswalks and traffic signals.

Figueroa, like Lankershim and Westwood boulevards, are part of the city's Bicycle Plan, a document that mapped out 719 miles of planned bike lanes. Recent moves by L.A. lawmakers show there is "a great reluctance to follow through on the city's commitment" to that plan, said Eric Bruins, planning and policy director for the Los Angeles County Bicycle Coalition.

"We're greatly concerned that, at this point, the city has lost a great deal of momentum," the bike lane advocate said. "Residents of the city still very much want these improvements and want to bicycle, but they're looking to the council to make the streets safe to ride on."

Cedillo contends the bike plan, approved by the council in 2011, was developed by 1,000 people in a city of around 4 million. "That's a very microscopic percentage of people to set an agenda," he said.

On Figueroa, a Times review of accident data between 2002 and 2012 found 68 car-versus-bicycle collisions between Avenue 26 and York Boulevard — three of them resulting in severe injuries. The data show 153 events took place between cars and pedestrians during the same period, including nine that resulted in death.

"Residents of the city still very much want these improvements and want to bicycle, but they're looking to the council to make the streets safe to ride on."

- Eric Bruins, of the Los Angeles County Bicycle Coalition

City transportation officials say they haven't looked at how those numbers compare to other L.A. streets. But the Times review shows Figueroa has a greater number of accidents than other major corridors in the northeast area.

Bicycle advocates have long argued that the addition of dedicated lanes can achieve multiple goals: spurring more people to take up cycling — and reducing the number of cars on the road — while calming traffic in a way that cuts down on accidents and keeps drivers within the speed limit.

Opponents argue that too few bicyclists are on the road to justify the loss of so many car lanes and the suffering that comes with lengthier commutes.

The debate has been especially intense in northeast L.A. Activists say Cedillo, who was videotaped voicing support for Figueroa bike lanes during his 2013 election campaign, broke a promise to constituents. One accused the councilman on Twitter of supporting "fast cars and dead kids."

Leading the charge for the bike lanes is Josef Bray-Ali, owner of the Flying Pigeon bike shop on Figueroa and a resident of Cedillo's District 1. Bray-Ali agreed last year to let Cedillo use his store as the backdrop for campaign photographs. Now he is waging a campaign against the councilman, firing off emails, blog posts and highly critical messages on Twitter as he pushes for the Figueroa project to be resurrected.

"We're going to have to get in his face nonstop, constantly," Bray-Ali said. "Because I don't want to live in a neighborhood with unsafe streets anymore. I'm not cool with the status quo, and I'm not going to back down."

Last year, Josef Bray-Ali let City Councilman Gil Cedillo use his Flying Pigeon bike shop as the backdrop for campaign photographs. Now, he is a vocal opponent of Cedillo. (Cheryl A. Guerrero / Los Angeles Times)

On the opposite end of the spectrum is Tom Topping, publisher of the Boulevard Sentinel, a monthly newspaper that writes about northeast L.A. and has been highly critical of bike lanes. Topping's

newspaper cheered Cedillo for putting a stop to the Figueroa plan, which would have cut the number of car lanes from four to three, saying he had refused to capitulate to bicycle "extremists."

"Cedillo represented the voters who elected him," Topping said in an email.

The Figueroa project originally had the support of Councilman Ed Reyes, whose term ended in June 2013, before he was able to carry out the initiative. Reyes viewed the lanes as a way of making Figueroa more pedestrian friendly and boosting business activity. All three candidates to succeed him — including Cedillo — signaled their support for bike lanes on the corridor.

Reyes backed Cedillo's opponent in last year's bitter council contest. After the election, the project's fortunes changed. Cedillo called for new community meetings on the Figueroa proposal.

To drum up attendance, Cedillo set up phone banks and left pre-recorded "robo calls" for his constituents, tactics typically used in political campaigns. Cedillo said the outreach was needed because bicycle activists had brought in "ringers" — people who lived outside his district.

"We didn't try to bolster our meeting with people who had an agenda. We spoke to the immediate community," he said. "There's 98.5% of the population that hasn't been in the conversation."

The sessions drew dozens of cyclists. But they also attracted bike lane foes, who scoffed at the idea that the Figueroa project would improve the neighborhood. "Traffic is not going to get any better," said Highland Park resident Carl Amato. "If you put a thousand more bikes on the street, it's not going to get any better."

With bike lanes, transportation officials estimated that only two intersections on Figueroa would experience major delays, adding 47 seconds to southbound morning commutes. Cedillo said he is relying in part on input from an LAPD captain who said bike lanes slow emergency response times.

At the most recent neighborhood meeting, city officials distributed ballots to gauge support for a "road diet" on Figueroa to accommodate the bike lanes.

The results collected by Cedillo showed an audience evenly divided, with 44 in favor and 44 against, according to Cedillo aide Jennifer Rivera.

Those who didn't say where they live were also split, with 17 in favor and 17 against. Those who confirmed they live outside Cedillo's district favored the bike lanes by a vote of 18 to 14.

Last week, bike lane protesters showed up at Cedillo's district office in Highland Park wearing Day of the Dead skeletal garb, looking to highlight dangers bicyclists face.

Community members dress in Day of the Dead makeup to protest. (Jabin Botsford / Los Angeles Times)

Two days later, Cedillo sent a letter to activists saying work on the bike lanes had been halted indefinitely.

The move disappointed community activist Monica Alcaraz, who hoped the lanes would tame Figueroa traffic.

"People drive like it's a freeway," she said.

Follow @DavidZahniser for more news about Los Angeles city government.

Copyright © 2014, Los Angeles Times

[Reply to sender](#) . [Reply to group](#) . [Reply via Web Post](#) . [All Messages \(1\)](#) . [Top ^](#)

2 **Glassell Recreation Center Preschool and Afterschool Club**

Thu Jul 17, 2014 10:12 pm (PDT) . Posted by: [asncaalert](#)

Glassell Recreation Center
3650 Verdugo Road, Los Angeles, CA 90065
(323) 341 - 5681 / glassell.recreationcenter@lacity.org

Preschool and Afterschool Club

Glassell Recreation Center is now taking enrollment for Preschool and Afterschool Club. Stop by and register today!

Click here for more information.

<http://www.laparks.org/dos/reccenter/pdf/glassell/afterSchl.pdf>

Please do not respond to this email. Contact Glassell RC directly at (323) 341-5681 or via email at glassell.recreationcenter@lacity.org.

Our program philosophy: To provide a safe nurturing environment for children and staff by creating a positive, diverse, recreational community where children and staff can learn, grow and be themselves.

City of Los Angeles Recreation and Parks Department
3900 W. Chevy Chase Drive
Los Angeles, CA 90039

[Reply to sender](#) . [Reply to group](#) . [Reply via Web Post](#) . [All Messages \(1\)](#) . [Top ^](#)

3 **Let the burps begin**

Thu Jul 17, 2014 10:12 pm (PDT) . Posted by: [asncaalert](#)

Sponsored Posthttp://www.theeastsiderla.com/2014/07/let-the-burps-begin/?utm_source=feedburner&utm_medium=feed&utm_campaign=Feed%3A+TheEastsiderLa+%28The+Eastsider+LA%29

Galco's will again host the annual Friends of the Southwest Museum fundraiser | Photo by Martha Benedict

Probably L.A.'s biggest root beer party will take place this Sunday, July 20 at Galco's Soda Pop Stop for the Highland Park's annual Summer Soda Tasting event and fundraiser for the Friends of the Southwest Museum Coalition (FoSMC).

Billed as the "Great Root Beer Taste-Off," more than 75 different kinds of root beer will be poured for thirsty attendees who, according to owner John Nese, can "finally make up their mind as to which root beer they prefer. That question: 'What's the best root beer?' is the number one question I get. Everyone has different tastes and there are so many different kinds of root beer out on the market today."

Indeed, boxes of root beer brands are currently stacked around the aisles at Galco's, with names familiar, intriguing and exotic: Bawl's Guarana, Hippo, Boston Tower, Dang's Butterscotch, Red Ribbon, Dad's and more. In addition to root beers, birch beers and sarsaparillas will also be sampled so folks can taste the nuances of those brews.

In between soda tastings, guests can enjoy a variety of entertainment featuring local talent including: The Mele 'Ohana Ukulele Group, singer Genesee Hall and blues by Greger Walnum. Kid's activities, a chance to vote for your favorite soda via YELP and other surprises are also on tap. The Taste-Off is a fundraiser for the FoSMC that is working to reopen Los Angeles' first museum and the Casa de Adobe to display portions of the museum's spectacular collection. All proceeds from the event – including store purchases – will go to the FoSMC.

"Root beer is a very American drink – it was created here and the first commercially produced root beer was Hires in 1876," says Nese. "Today there are hundreds of root beer brands in the United States. We are offering only a small sample of what is really out there."

The Great Root Beer Taste-Off is Sunday, July 20 from 5-8 p.m. at Galco's, 5702 York Blvd. Advance tickets: \$12 for adults and \$5 for children 5-11. Tickets day of the event are \$15 adults. To buy tickets visit www.savethesouthwestmuseum.com. Advance tickets are on sale at Galco's (cash or check only). For more information, call Galco's at (323) 255-7115.

This Sponsored Post is an advertisement on behalf of the Friends of the Southwest Museum Coalition

[Reply to sender](#) . [Reply to group](#) . [Reply via Web Post](#) . [All Messages \(1\)](#) . [Top ^](#)

4 **WTF? Councilman Says He's Blocking Bike Lane Plans On Figueroa To 'P**

Thu Jul 17, 2014 10:13 pm (PDT) . Posted by: [asncaalert](#)

<http://laist.com/2014/07>

[/11/councilman_blocks_bike_lanes_on_fig.php?utm_source=07%2F17%2F2014+Newsletter&utm_campaign=07%2F17%2F2014+Newsletter&utm_medium=email](http://laist.com/2014/07/11/councilman_blocks_bike_lanes_on_fig.php?utm_source=07%2F17%2F2014+Newsletter&utm_campaign=07%2F17%2F2014+Newsletter&utm_medium=email) http://laist.com/2014/07/11/councilman_blocks_bike_lanes_on_fig.php?utm_source=07%2F17%2F2014+Newsletter&utm_campaign=07%2F17%2F2014+Newsletter&utm_medium=email

Councilman Gil Cedillo has revoked his campaign promise to back bike lanes on Figueroa Avenue through Highland Park and Cypress Park.

The proposed bike lanes would run from Avenue 26 to Avenue 52 (one of Mayor Eric Garcetti's 15 "Great Streets") and would require one of four lanes being removed for motor traffic. Cedillo put out a statement saying that he was "deferring the implementation of any bike lanes on Figueroa until I can ensure all residents who travel along this corridor will be safe."

That really gets the goat of bike lane backers who point out that the bike lanes were originally proposed by LADOT as a safety measure. Proponents say that bike lanes aren't just good for people who get around by bike—they say it would slow down vehicle traffic that races up and down Figueroa to a pace that would make it safer and saner for pedestrians, too. Some of them marched in front of Cedillo's office this week in Dia De Los Muertos costumes to honor those who had died in collisions with cars on Figueroa. They point out an increasing number of Angelenos are carless, and there are estimates that 1 in 10 families in Highland Park don't have a car. They say bike lanes aren't just good for planning livable communities—good for business. Cedillo the candidate once counted himself among their numbers—there's a video of him waxing poetic about the bike-friendly design of Denmark.

Car owners were unhappy about the prospect of losing a lane to bikers. They were worried about traffic, and unlike some bikers and pedestrians who worry about traffic zooming by, they didn't like the idea of having to slow down. (LADOT estimated the slowdown would cost drivers about 45 seconds.) The debate over the lanes got pretty contentious at community meetings on the issue—when community members were allowed to speak. One Mt. Washington resident said at a meeting this May, "All of you in favor of these bike lanes are young. I'm 50-something and I don't think I would use those bike lanes."

In 2010, the city approved a plan to increase bike lanes and improve safety for bikers all around town. Rowena and York avenues are some of the places that have had to go on "road diets." Special attention was paid to Northeast Los Angeles, including Figueroa and York Boulevard, according to EGP. The recommendation for a bike lane came from LADOT, and Cedillo said he supported them as a candidate. But as a councilman, he opted to hold community meetings on the issue before deciding to go forward.

In his statement, Cedillo says he supports the other not-so-controversial measures by LADOT, like reconfiguring traffic signals, extending curbs for pedestrians and improving lighting at crosswalks and adding in more bike racks and corrals.

Contact the author of this article or email tips@laist.com with further questions, comments or tips.

Emma G. Gallegos in News on Jul 11, 2014 4:45 pm

[Reply to sender](#) . [Reply to group](#) . [Reply via Web Post](#) . [All Messages \(1\)](#) . [Top ^](#)

VISIT YOUR GROUP **New Members 1** |

 [Yahoo! Groups](#)

• [Privacy](#) • [Unsubscribe](#) • [Terms of Use](#)